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REMARKABLE PHOTOGRAPHS OF THE RUSSIAN DÉBÂCLE: (1) PANIC-STRICKEN RUSSIAN TROOPS IN FLIGHT;

(2) A RUSSIAN SOLDIER WHO REMAINED STEADFAST USING HIS RIFLE ON RUNAWAYS.

The remarkable photographs reproduced on this and other pages in this number show, better than any written description, the state of demoralisation and panic among the Russian troops on certain sections of the Russian front. Of the two photographs given above, the upper one illustrates the first mad rush at one point of the line when a cry

was raised: "The German cavalry have broken through." The scene occurred in a village. In the lower photograph a Russian soldier of the old school, one of those still loyal to his country and his military duty, is seen using his rifle upon two others whom he has caught in the act of running away.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



## REMARKABLE PHOTOGRAPHS OF THE RUSSIAN DÉBÂCLE:

PHOTOGRAPHS BY

## BRITISH OFFICERS JOIN IN EFFORTS TO STOP THE PANIC.

ILLUSTRATIONS BUREAU.



1. HOLDING UP THE TRANSPORT: BRITISH OFFICERS (ONE WITH UPRaised HAND) AND RUSSIAN OFFICERS ATTACHED TO THE BRITISH ARMoured CARS.

2. AT THE HOLDING-UP OF A MOTOR-LORRY AND REMOVAL OF THE MEN: CAPTAIN GERRARD, OF THE RUSSIAN ARMY (SEEN ON THE RIGHT).

3. GIVING ORDERS WITH DRAWN SWORD: A RUSSIAN OFFICER ORGANISING PICKED RIFLEMEN TO LINE A ROAD AT INTERVALS.

4. THE STEADFAST ELEMENT IN THE RUSSIAN ARMY: A RUSSIAN SOLDIER ASSISTING SOME BRITISH OFFICERS TO STOP MEN RUNNING AWAY.

5. PICKED MEN CHOSEN TO GUARD A ROAD AGAINST ADVANCING GERMAN CAVALRY: SOME OF THE 800 RUSSIAN SOLDIERS WHO WERE SELECTED.

6. THE CHIEF OF THE BRITISH ARMoured-CARS DIVISION: COMMANDER LOCKER-LAMPSON (ON THE LEFT) HEARING A REPORT FROM ONE OF HIS STAFF.

Here and on two other pages (including the front page) we give some very remarkable photographs illustrating the recent state of disorganisation on the Russian front. The first of the above photographs shows British officers, with Russian officers attached to the British Armoured Cars, holding up transport. A British officer may be observed (on right) with one hand raised, and a rifle in the other. In the second photograph (upper middle), a motor-lorry is seen being held up and the men taken off. The officer on the right with a revolver in his hand in a threatening attitude is Captain Gerrard, of the Russian Army, but attached to the British Armoured Cars as an interpreter. He is a Russian officer of the very best type, a man of unflinching courage, who has done splendid work during the retreat, risking his life many times every day. The third photograph illustrates one of the measures taken to resist

the enemy's advance. When sufficient men had been collected, rifles were given them and they were afterwards deployed on either side of the road as a means of defence against the German cavalry. In the picture some of them are seen trying their new rifles, and a Russian officer with his sword drawn is telling one soldier to pick up his rifle. The fourth illustration (lower left) shows British officers assisted by a Russian soldier (who was quite undisturbed by the panic) stopping other soldiers who were trying to make off. In the next photograph are seen some of the 800 men who were collected to stop the German cavalry. The last photograph (lower right) shows, on the left, Commander Locker-Lampson, M.P., commanding the British Armoured-Cars Division, with a revolver in his hand, listening to Squadron-Commander Wells-Hood, who is reporting a brush that his squadron of cars has had with the Germans.



## THE RUSSIAN DÉBÂCLE: REMARKABLE PHOTOGRAPHS OF TYPICAL SCENES.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



RUSSIAN SOLDIERS WHO REMAINED STEADY: PICKED MEN LINING A ROAD—SHOWING (IN THE DISTANCE) A FIRE CAUSED BY A GERMAN SHELL.



RUSSIAN SOLDIERS STRICKEN WITH PANIC: A MAD RUSH THROUGH A VILLAGE ON THE NEWS OF GERMAN CAVALRY APPROACHING.

These photographs, along with those on our front page and a double-page in this number, give a remarkably interesting picture of the recent *débâcle* on the Russian front and of the measures taken in an effort to arrest the panic and oppose the enemy's advance. One part in the scheme of defence was the stationing of 800 picked men, who had remained steady, along a road at intervals in order to deal with approaching German

cavalry. In the upper photograph above, some of these men are seen taking up their positions. The lower illustration, on the other hand, shows the deplorable behaviour of other Russian troops the moment a cry was raised that German cavalry had broken through. It is not perfect as a specimen of photography, but as a "human document" it is so extremely interesting that we give it just as we received it.



# "MY ARMY . . . HAS SHOWN ITSELF WORTHY": FIGHTING ROUMANIA.

[FRENCH OFFICIAL PHOTOGRAPH.]



THE KING OF ROUMANIA AND HIS HEROIC ARMY: KING FERDINAND, WITH THE CROWN PRINCE AND GENERAL AVERESCU, WATCHING HIS TROOPS MARCH PAST.

The Roumanian Army has been doing great things of late. Its offensive towards the end of July was a brilliant success, for it advanced about twelve miles on a front of twenty miles, stormed strong enemy positions, and captured nearly 5000 prisoners and 100 guns. Owing to the Russians on the Roumanian right having to fall back, to keep touch with other Russian forces to the north, the Roumanians were then exposed to powerful German attacks; but although they had to retire, they again fought splendidly, making many counter-attacks and taking over 2000 more prisoners and several guns. Their conduct was all the more praiseworthy in view of the depressing news from Russia,

the panic among the civilian population, and the dissemination of German propaganda. The courage, endurance, and steadiness of the Roumanian troops have seldom been equalled in the war, and they succeeded in keeping the Carpathian front intact. King Ferdinand said in his reply to a message from King George: "In its struggles by the side of its Russian brothers-in-arms, my Army, reformed in spite of all the adversities which surround it, has shown itself worthy of all the hopes founded on its patriotism and valour by its victorious resistance to the enemy's violent and reiterated onslaughts; and in its struggle it has displayed all its force, sustained by unbreakable faith."





By G. K. CHESTERTON.

N EARLY three years ago Mr. H. G. Wells published a series of articles called "The War that Will End War." About three weeks ago he published an article in the *Daily News* called "A Reasonable Man's Peace." Perhaps the chief truth to note about his last scheme was that it will not fulfil any one of the ideals suggested in his first scheme. Whatever else the reasonable man may expect to achieve by his peace, it most certainly will not be a peace that will end war. If he retains any hope of its doing anything of the kind, the reasonable man is a very unreasonable man indeed. Without claiming that Mr. Wells is divinely exalted above all temperamental temptations to being unreasonable, we may postulate that he is a man of penetrating and far-sighted intelligence; and it is therefore more respectful to assume that he sees this as well as we do. He is, perhaps, among those who have only come to think that the first war aims need not be carried out, under the pressure of a notion that they cannot be carried out. Of such critics I have only to say, as I said last week, that if this is what they mean, the world would be saved some waste of words if it were also what they say. I would rather confess that our resources were insufficient at the end than that our intentions were wrong from the beginning. I could still at least maintain that we were morally justified in designing what we were not materially equipped for doing. The destruction of the Prussian power was a more pure, a more chivalrous, and a more humane ideal than the English people has ever set before itself since Alfred raised the West Country against the Danes. We should not need to renounce it as an ideal, even if we were thus compelled to renounce it as a reality. But it is a perfectly plain fact that we are not compelled to renounce it as a reality. We know it is attainable as a reality, by precisely the same knowledge of military and historic facts by which we know it is desirable as an ideal. Anyone who knows what Prussianised Germany was, and is, knows that nothing but the alternative of certain military disaster would ever have set her intriguing for peace at all. Every argument she uses in the Council Chamber is an argument for her defeat in the field.

With Mr. Wells's particular proposals I am not much concerned; nor is it fair to class so clear-headed a man with common advocates of a compromise. A great part of his article is concerned with proposals for "internationalising" certain problems of the Turkish Empire and the African continent. Of this I have at the moment only one thing to say—and that is that such disputants, right or wrong, seem to suffer from a strange oblivion of the very crux of the business and the very beginning of the war. This war did not begin because international arrangements were not made, but because they were not kept. If there ever was a thing about which the Great Powers were

solemnly and publicly agreed, the name of it was Belgium. It was the agreement which produced the disagreement. I cannot for the life of me see why partners should not quarrel at least as much about a country they are all supposed to share as about a country they are all supposed to protect. The experience of human nature suggests that they would probably quarrel more. But a queer and almost mad notion seems to have got into the modern head that, if you mix up everybody and everything more or less anyhow, the mixture may be called unity, and the unity may be called peace. It is supposed that, if you break down all doors and walls so that there is no domesticity, there will then be nothing but friend-

asked to abandon our peaceful ideals. What is offered to us now is not the war that will end war, but the peace that will end all our previous hopes of peace. Those who fancy that the matter can be met by founding a League of Nations, or anything of that kind, are men who fancy that a failure can be covered by naming it as if it were a novelty. They assume that a man who will not respect a treaty will be certain to respect a title. There is already a league of nations as large as any that could have to deal with any formidable secession—that is, any secession that was really worth dealing with. Thus, for instance, such papers as that which is rather ironically called the *Nation* used to tell us that America would, if necessary,

join the next war to resist attack on the new settlement. Now America has actually joined the present war; and now they tell us that even America cannot help us to a true settlement. They still talk their un-military and unscientific stuff about "stalemate." But what is the good of saying that America would join a League of Nations to threaten any aggressor, if she could only threaten him with stalemate? The chance might at any time be worth his trying. No; whether a group of Great Powers protecting international law is called a League of Nations, or whether it is simply called the Allies, is a mere matter of words. And there is no reason to suppose that a Power which cares nothing for its own word will care for a mere grammatical combination of our words. The ideal of a group of Powers strong enough to control any aggressor is simply one of the ideals we should abandon to obtain an early peace. We shall move towards it only if we show that this combination is strong enough to control this aggressor; otherwise, we simply move away from it. Another pacific ideal from which we obviously move away is that of disarmament. Every man who retains his sanity must know that if this war ends equally, or even dubiously, England must become much more military rather than less. It is self-evident to me that a renewed pressure of Prussian ambitions is a certainty; but for this purpose it is more than enough that it should be an uncertainty. The colossal war preparations of Europe were made because war was uncertain, not because it was certain. So long as it is even possible that Prussia may draw the sword, Europe will certainly wear the shield; and here again we come back to the same simplicity. There is no such peace as was promised us till it is impossible for Prussia to draw the sword—till her sword is broken like the sword of Attila.

I do not, therefore, accuse the Pacifists of violating my visions, but of violating their own. It is they who promised us a peace which may or may not be too perfect for mankind; it is they who refuse the obvious and only way of realising it even imperfectly.



SACRED GROUND FOR INDIAN MOSLEM HEROES WHO HAVE DIED OF WOUNDS IN ENGLAND:  
A SPECIAL BURIAL-PLACE AT WOKING.

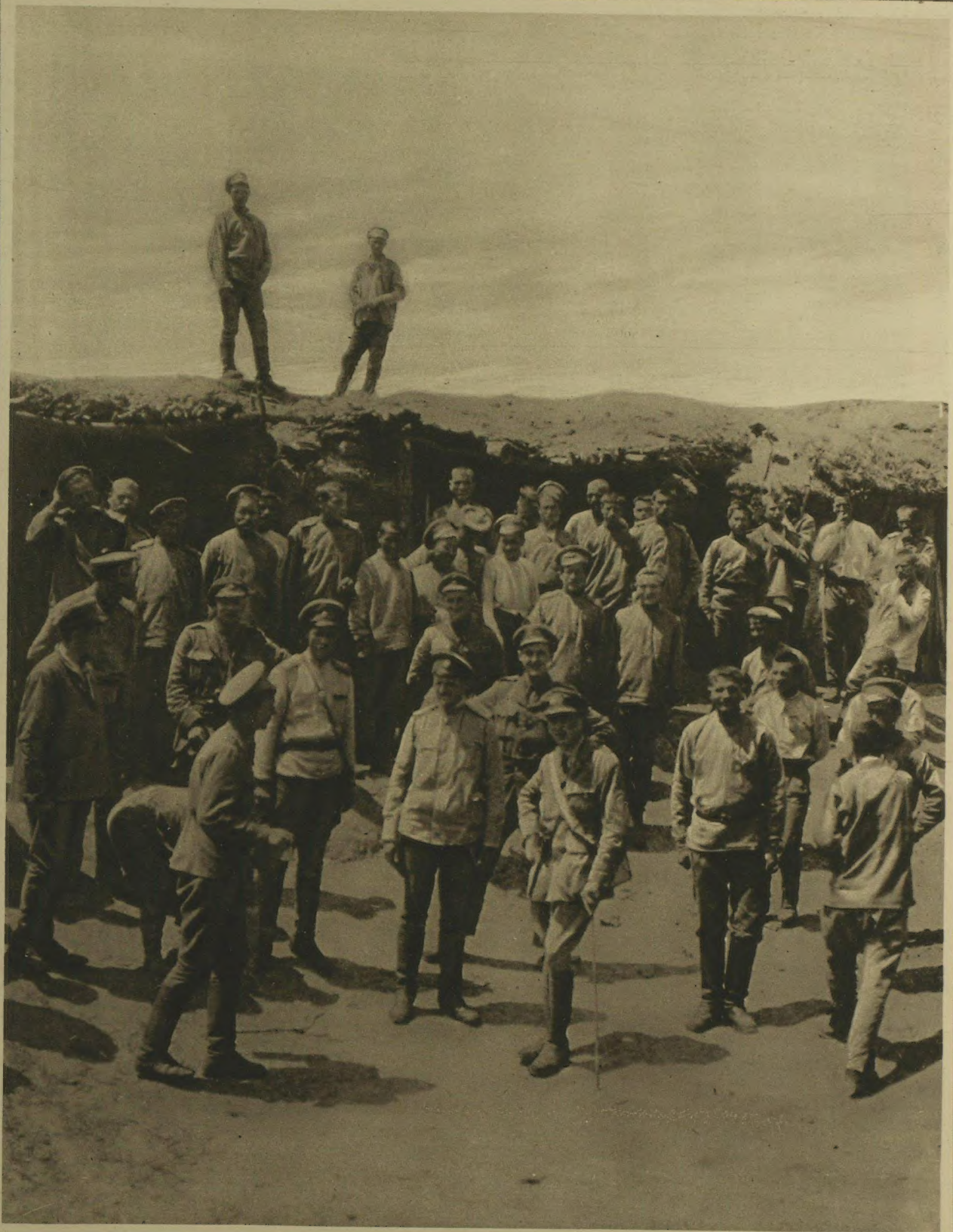
A burial-ground has been provided by the Imperial Government for Moslem soldiers of the Indian Army who have died of wounds in this country after serving in the war. It is attached to the beautiful Moslem Mosque at Woking, in Surrey, which is a place of pilgrimage for Moslems visiting, or resident in, England.—[Photograph by Newspaper Illustrations.]

ship. Surely somebody must have noticed by this time that the men living in an hotel quarrel at least as often as the men living in a street. This is a digression, but a relevant one, for the whole discussion is haunted with this hazy idea that mere international intercourse can prevent international irritation. These foolish people trace all the chances of war to the very thing which will always be the best chance of peace—men's habit of dwelling in their own boundaries and minding their own business. The only hope of attaining amity lies, not in ignoring boundaries, but, on the contrary, in respecting them. And the only chance of attaining that is to punish the Power that does not respect them. When every sophist has twisted and tangled the matter to the utmost, we always come back to that simple truth. It is not a question of what arrangements we make or do not make. It is a question of what example we make, in the case of those who are ready to disarrange any arrangement. The special point here is, however, that we are not only asked to abandon our ideals, but specially



## THE RUSSIAN DÉBÂCLE: DISCUSSION INSTEAD OF DUTY IN THE TRENCHES.

PHOTOGRAPH SUPPLIED BY C.N.



AN ARMY "TRANSFORMED INTO A COLLECTION OF INDIVIDUAL GROUPS": RUSSIAN SOLDIERS HOLDING A TRENCH MEETING—  
WITH A BRITISH OFFICER WHO QUESTIONED THEM, AND ONE OR TWO BRITISH SOLDIERS.

That the state of affairs in the Russian Army was still very serious up to the end of August may be gathered from a Russian communiqué published here on the 31st. "The battle in this neighbourhood (Focsani)," it stated, "was renewed on the morning of August 29. In the course of this engagement a large proportion of the men composing two of our regiments occupying trenches in this sector abandoned their positions and retired to the north, and following this one of these regiments dispersed." In various parts of the Russian lines discipline has become lax, and men have taken to gathering

in knots in the trenches to hold discussions, in the manner illustrated by our photograph. The British officer seen in the foreground (carrying a cane) went among the men and asked them what their object was. The Russian Commander-in-Chief, General Korniloff, said in the course of his speech at Moscow (quoted on the succeeding double-page): "A whole series of measures, taken by people who were completely foreign to the spirit and the affairs of the Army, transformed the latter into a collection of individual groups which have lost all sense of duty and only tremble for their personal safety."



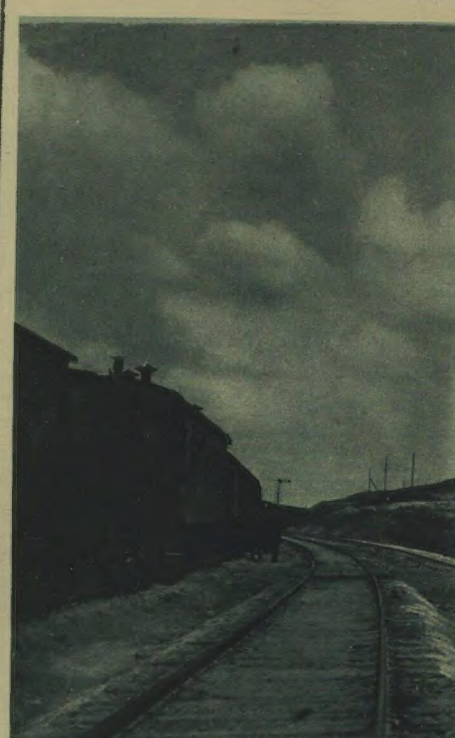
# "IF RUSSIA WISHES TO BE SAVED THE ARMY MUST BE REGENERATED": ANARCHY ON THE RUSSIAN FRONT.

PHOTOGRAPHS

SUPPLIED BY C.N.



CROWDED IN AND ON THE ROOFS OF A TRAIN WHICH THEY HAD SEIZED: DEMORALIZED RUSSIAN TROOPS LEAVING THE FRONT BY RAIL.



LEAVING A TRAIN FULL OF WOUNDED WITHOUT FOOD: THE LINES TO BRING



AN ENGINE SEIZED BY SOLDIERS THIRTY MILES BEHIND COMRADES FROM THE FRONT.



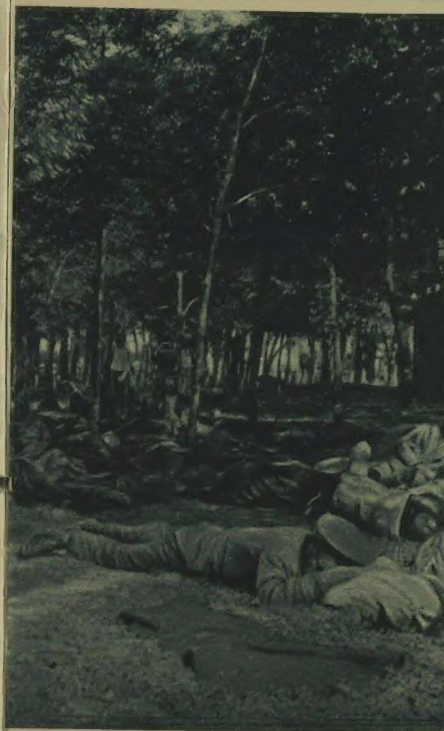
ONE CAUSE OF THE TROUBLE: LENINIST AGITATORS (IN THE TRAIN) BROUGHT FROM THE FRONT BY COSSACKS TO KIEFF, WHERE MANY WERE SUMMARILY DEALT WITH.



COMMANDERING A TRAIN TO RETURN ACROSS THE FRONTIER: SOME OF 3000 RUSSIAN "WALKING WOUNDED" FROM A HOSPITAL BASE.



EFFECTS OF THE ARMY'S DISORDER ON THE CIVILIAN LAY EXHAUSTED HERE



POPULATION: REFUGEES FROM THEIR HOMES WHO FOR MANY HOURS.



NEWS OF THE RUSSIAN DÉBÂCLE REACHES A BRITISH RED CROSS HOSPITAL TEN MILES BEHIND THE LINES: TRANSPORT FOR NURSES AND PATIENTS SENT BY OUR ARMoured-CARS DIVISION.

The grave state of disorder in the Russian Army was very frankly avowed by General Korniloff, the Russian Commander-in-Chief, in his recent speech at the Moscow Conference, where he explained his plans for restoring discipline and efficiency. "The death penalty which I have asked to be restored," he said, "together with other measures, is only a small part of what is necessary in an Army which is stricken with the terrible evil of disorganisation and insubordination. . . . We are implacably fighting anarchy in the Army. It will undoubtedly be finally repressed, but the danger of fresh débâcles is constantly weighing on the country. The situation at the front is so bad that we have lost the whole of Galicia, the whole of the Bukovina, and all the fruits of our recent victories. At several points the enemy has crossed our frontier and is threatening our fertile southern provinces. He is endeavouring to

destroy the Roumanian Army, and is knocking at the gates of Riga, and if our Army does not help us to hold the shore of the Gulf of Riga, the road to Petrograd will be opened wide. . . . If Russia wishes to be saved, the Army must be regenerated at any cost." General Korniloff went on to say that, according to the information at his disposal, the condition of the railways was such that by November the Army would not receive any more supplies. In conclusion he said: "I believe that the genius and the reason of the Russian people will save the country. I believe in a brilliant future for our Army. I believe that its ancient glory will be restored." As regards the last photograph, a "Times" account of the British armoured cars on the Russian front (illustrated elsewhere in this number), said: "The doctor and the English nurses, who had been doing splendid work in the hospital at Podhajce, left with our column."



# THE BRIGHT SPOT IN THE RUSSIAN RETREAT: BRITISH ARMOURED CARS.

PHOTOGRAPHS SUPPLIED BY C.N.



"THEY WENT OUT AT DAWN": SOME OF THE BRITISH CARS DRAWN UP, AWAITING THE ORDER TO ATTACK ON THE MORNING OF JULY 1.



PATROLLING WHEAT-FIELDS IN GALICIA TO SEARCH FOR ENEMY SNIPERS AND ARTILLERY-OBSERVERS: ONE OF THE BRITISH CARS.



AWAITING ORDERS ON JULY 1, AFTER ENEMY CAVALRY HAD BEEN REPORTED ADVANCING: BRITISH OFFICERS AND CARS.

The British Naval Armoured-Cars Division, under Commander Locker-Lampson, which had previously done such fine work in Belgium, Persia, Turkish Armenia, and the Dobrudja (Roumania), again performed splendid services during the recent Russian offensive and subsequent retreat. Writing from the headquarters of the Russian southwestern front on July 5, a "Times" Petrograd correspondent says: "The work of the British armoured cars during the Russian offensive deserves special mention. One of the squadrons was ordered to advance ahead of the Russian skirmishers along the high

road to Lemberg through Brzezany Wood. They went out at dawn on July 1. . . . The cars all returned safely. . . . A British trench-mortar section was also engaged at this point of our offensive in conjunction with a motor-car Maxim detachment. . . . The majority of the casualties were in the trenches among the men serving the machine-guns. . . . This is the first time during the great war that British and Russian troops have fought side by side in the trenches. The comradeship thus established has already produced the deepest effect. Each side speaks in the highest terms of its Allies."

*(Continued opposite)*



## BRITISH NAVAL ARMOURED CARS IN RUSSIA: COVERING THE RETREAT.

PHOTOGRAPHS SUPPLIED BY C.N.



AFTER ONE OF NUMEROUS AND SUCCESSFUL ENGAGEMENTS WITH THE ENEMY'S FORCES: BRITISH ARMOURED CARS BEING REPAIRED ON THE ROAD.



WHERE MOST OF OUR CASUALTIES OCCURRED: IN THE TRENCHES ON JULY 1—OFFICERS OF THE MACHINE-GUN SECTION OF THE BRITISH ARMOURED-CARS DIVISION.

*Continued.*

A wounded British officer who has reached London says: "Thousands of men were struggling to get away. They seized motor transports bringing up food and equipment, and, flinging these on the road, turned the wagons round and fought like demented men to get away. The place was congested to a terrible degree. . . . We held the enemy up for thirty-six hours. When we were compelled to retire, sixteen of us, including myself, had been wounded. . . . I was placed on a hospital train at Tarnopol, a train which should have carried 350 men, and was due to leave at ten o'clock that night.

As there was no sign of the train moving out at one o'clock next morning, we sent to know the reason, and were told that the driver and firemen had run away and Cossacks were searching for them. At eight o'clock next morning a driver was found, and we left, but before we had gone twenty miles we had over 3000 people, most of them soldiers, on board. They were fighting for places on the buffers and on the foot-boards, and hundreds climbed to the roof, to which they clung during the journey." A photograph of a train with Russian soldiers on the roof appears on a double-page in this number.



# THE GREAT ITALIAN OFFENSIVE: ENGINEERS BRIDGING

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY JULIUS



## BLINDING AUSTRIAN GUNNERS BY SEARCHLIGHTS, TO HIDE THE WORK OF BRIDGE-

"The Isonzo at this particular point," writes Mr. Julius M. Price, in a note on his sketch from which our drawing was made, "runs through a deep wooded and rocky gorge, and the stream is very deep and extremely rapid. The Austrians had put a barrage of shell-fire all along this particular reach, possibly with an intuition that an attempt would be made to cross it somewhere, but they had not taken into account the daring and enterprise of the Italian Engineers. With an inspiration which was little short of genius, two powerful searchlights were turned on to the Austrian positions on the opposite bank, where the enemy were entrenched amongst the rocks and in a ruined village. Under cover of the blinding lights, the Engineers succeeded in constructing the bridge, and a whole brigade of infantry crossed immediately and captured the Austrian defences, taking many prisoners. It was all accomplished

# THE ISONZO BY NIGHT UNDER COVER OF SEARCHLIGHTS.

M. PRICE, OFFICIAL ARTIST WITH THE ITALIAN ARMY.



## BUILDING: ITALIAN ENGINEERS CONSTRUCTING A PONTOON BRIDGE OVER THE ISONZO.

in record time, and the remarkable exploit considerably helped towards the progress achieved in this direction." The drawing shows the Italian Engineers rapidly constructing their pontoon bridge, a constant succession of men rushing up with fresh planks across the portion already finished to those working at the outer end. In the foreground two stretcher-bearers are seen carrying back a wounded man. The pontoons, it will be noted, are held in place against the strong current by means of ropes. In the background is the ruined village held by the Austrians lit up by the Italian searchlights, while along the further bank of the river towards the right, a shell is bursting. The whole effect is that of a pictorial record of one of the most remarkable and unconventional aids to effective attack used by the Italians.—[Drawing Copyrighted in the United States and Canada.]



## ITALY'S NIGHT BOMBARDMENT OF POLA BY AIRCRAFT: WHEN THE ENEMY WERE STUPEFIED BY THE PARACHUTE-LIGHT.

FACSIMILE SKETCH BY JULIUS M. PRICE, OFFICIAL ARTIST WITH THE ITALIAN ARMY.



## A BIG RAID ON POLA, THE FAMOUS AUSTRIAN NAVAL BASE AND ARSENAL: ON ONE OF THE CAPRONI BOMBING AEROPLANES—DROPPING BOMBS BY PARACHUTE-LIGHT.

"The big air-raid on the famous Austrian Arsenal and Naval Base," writes Mr. Julius M. Price, "will undoubtedly rank amongst the most daring episodes of the war. It covers the Italian aviators with additional glory. To cross the Adriatic, some sixty miles, by daylight would be no mean feat. To accomplish it at night is herculean. The raids were accomplished with extraordinary precision. Each aeroplane, with four men on board, left the aerodrome at fixed intervals of four minutes. There were 20 machines on first raid, and 20 on second. They were piloted across the Adriatic by fast motor-boats, and the first machine was timed to arrive over Pola at 11 o'clock, and the last to start on its return journey at four in the morning; thus allowing five solid hours for the continuous bombardment of arsenal, magazines, docks, etc. On the first occasion, a new device

was used. Captain Barocchi, who led one of the squadrons, released a parachute bearing an extremely powerful chemical light which burned for some time, illuminating the whole place, and enabling the aviators to pick out their objectives without the slightest difficulty. There was not a breath of air stirring, and the parachute remained suspended, as it were, a mid-air light, like some immense ghostly lamp. The Austrians were either stupefied or awestruck at the phenomenon, and for several minutes they actually ceased their gun-fire and switched off their searchlights. The results of the raids were magnificent. No less than 14 tons of high-explosives were dropped, great conflagrations were caused, and much damage was done. All the machines returned to their base safely, and 'on time' to the minute almost."—[Drawing copyrighted in the United States and Canada.]



## GENERAL CADORNA'S MASTER-STROKE ON THE NORTHERN

ITALIAN OFFICIAL PHOTOGRAPH.



A PANORAMIC VIEW OF THE MOUNTAINOUS COUNTRY ON THE NORTHERN CARSO FRONT, MONTE SANTO, WITH, BEYOND, THE LAST

## CARSO FRONT: THE ITALIAN VICTORY AT MONTE SANTO.

AND PANORAMIC VIEW.



LOOKING ACROSS THE UPPER DOKNO VALLEY: THE APPROACH ALONG THE RIDGE TO AUSTRIAN STRONGHOLD, MONTE GABRIELE.



ON THE EVE OF THE GREAT BATTLE: A BRITISH BOMBARDMENT-GUN WAITING FOR THE ORDER TO OPEN FIRE, WITH ITS DETACHMENT BEHIND COVER.



WHEN THE INFANTRY ATTACK WAS COMMENCING: OF A PARTIALLY DESTROYED BUILDING.



INFANTRYMEN SHELTERING UNDER THE ARCHES AT THE FOOT OF MONTE SANTO.



IN ONE OF THE ITALIAN BATTERIES FRONTING MONTE SANTO JUST BEFORE THE OPENING OF THE FINAL BOMBARDMENT: A LONG-RANGE 122-MM. GUN ON A QUARTY MOUNTING.

The panoramic view that we give in the first illustration takes in the district where the crowning success of the opening stage of the August operations was achieved. The mountain range seen filling the background, in particular, from Monte Kuk (in the centre of the range) to Monte Santo and Monte San Gabriele (on the right), runs geographically in a south-easterly direction. Monte Kuk was taken by the Italians in a previous advance. The August advance in that quarter opened near Vodice directly against the tremendously strong Monte Santo position, a vital point in the Austrian Carso defence line. The attack was made from two points. The illustration shows the smoke of the battle rising along the sloping ridge from Vodice up to the crown-crowned summit of Monte Santo. The capture of the mountain heights there was the result of the terrific gun-fire brought to bear on

its rock-hewn trenches and fortified caverns, in which our artillerymen had a share, followed up by the heroic feat of storming by the Italian infantry. According to a Berlin wireless message, published on August 28, only one last fortress-position remained to the Austrians on that sector of the Carso front, the lines on Monte Gabriele, which immediately shows on the extreme right of the panoramic view. Alas! In our first photograph, we may quote the King of Italy's recent message to King George: "The Italian Army in its advance is happy to hear by land and sea the thunder of British artillery and the sound of its own guns—a clear manifestation of that close brotherhood of arms which exists wherever there are soldiers of the two countries."





## SCIENCE JOTTINGS.

CONCERNING THE JUGO-SLAVS.

BEFORE this war burst upon us there were not very many, probably, who could have promptly answered the question—Who are the Jugo-Slavs? Even to-day no more than an approximately accurate answer can be given, for it is doubtful as to how many of the peoples generally included in this term are really members of the same stock. It is certainly open to question, for example, whether the Dalmatians, Montenegrins, and Albanians are to be regarded as Slavs, though they are quite commonly assigned this relationship not merely in the daily Press, but also by those who write as by authority. These three races all agree in presenting the extreme limits of brachycephaly—that is to say, they are the most emphatically broad-headed peoples living; and they are further remarkable for their extreme tallness. That they are all members of the ancient immigrants from Asia which we distinguish by the term "Alpine" goes without saying—their round-headedness determines this. But their precise relationship to the Slavs is not so easily settled.

The Arnauts, or Albanians—who call themselves Skipetars—probably represent the oldest and purest branch of the family, and they are apparently to be regarded as descendants of the ancient Illyrians, though they have become more or less Slavonised by the Serbo-Croats. The purity of the Albanian blood owes its preservation to the inaccessibility of its mountain fastnesses, especially in the north. Here the last remnants of the original inhabitants have retreated from the inroads of alien hosts from the east. In these sanctuaries are also to be found "long-heads," who may therefore claim an even more ancient lineage than the Illyrian element, for they are surely relics of the primitive "Mediterraneans" who were slowly thrust aside by the coming of the Alpines, who brought with them the knowledge of the metals. Unfortunately, the "pushfulness" of the Alpine is still at work among us. But that is another story. These long-heads, however, form but a very minute fraction of the population of Albania; the majority are of Illyrian descent, a distinction which they share with the Montenegrin and the Dalmatian, who have become, to a certain extent, Slavonised.

The racial affinities of these people is no mere academic matter; they may play a very important part in the settlement of the status of the Balkan peoples which will have to be faced in the immediate future. It seems highly probable that they will elect to form an alliance with Italy rather than with the Slavs. The Jugo-Slavs—who, with their northern kinsmen the Czech-Slovaks, are a branch of the Alpine

family—comprise the Slovenes of the Austrian provinces of Styria, Carniola, Carinthia, Gorizia, and Istria, the Serbo-Croats, Bosnians, Herzegovinians, and Serbians. Neither the Bulgarians nor the

A federation of the Jugo-Slav peoples, and an alliance of the Illyrian peoples with Italy, would transfer some eight millions of people from the hated Germanic yoke to independence, and constitute a formidable barrier to German extension towards the Adriatic and Aegean Seas. It is devoutly to be hoped that their aspirations will be fulfilled, since it will make for the peace of Europe. That the aspirations of these peoples will achieve complete fulfilment seems hardly probable, so many are the conflicting interests which have to be reckoned with. Much will depend on Italy, and, more upon the cultivation of a spirit of "sweet reasonableness" on the part of those who have so much to hope for and so much to gain. For them compromise is the way of salvation.

The Bulgarians, though now commonly regarded as Slavs, are really nearly related to the Magyars, for they are Finnic. Crossing the Danube at the end of the seventh century, they have since adopted the Slav tongue, and have in other ways become Slavonised. The earliest mention of the Bulgars would seem to locate them between the Ural Mountains and the Volga. This district was, in fact, known as Old Bulgaria till the Russians took it in the fifteenth century. Remaining heathen for some two hundred years, they adopted Christianity, and under their great leaders, Simeon and Samuel, became a power in the land. Their rulers, Ripley tells us, styling themselves "Emperors of the Slavs," fought the Germans, and conquered the Magyars, as well as their neighbours in Thrace. They received tribute from Byzantium, and became allies of Charlemagne; and then subsided under the rule of the Turks. Bulgaria is now the "black sheep" of the Balkans; nevertheless, it is possible that, for the sake of peace, she will have to be rewarded by an enlargement of her southern borders; but she will have first to release the north-eastern corner of Serbia which she has seized at Germany's bidding, embracing, as it does, the Morava Valley and the high road from Berlin to Sofia. The retention of this means, according to Sir Thomas Holdich—and he should know—the success of the German objective in this war: the triumph of Central Europe. And that is not to be thought of.

Of the ancestry of the Roumanians we know nothing, as is shown by the conflicting statements made on this head. For, while some speak of them as Slavs, others regard them as a mixture of Thracian and Roman; while some insist that they are kinsmen of the Bulgars. When the Roumanians themselves undertake to solve the question by an anthropometrical survey, the matter may be set at rest; but not till then. W. P. PYCRAFT.



WOMAN AS GAS MECHANIC: WOMEN CHARGING RETORTS, WITH AN "ARROL FOULIS" CHARGER, IN THE WORKS OF THE SOUTH METROPOLITAN GAS COMPANY.

Roumanians are really Slav races, though often spoken of as though they were. All that can be said is that they have become more or less Slavonised.

tium, and became allies of Charlemagne; and then subsided under the rule of the Turks. Bulgaria is now the "black sheep" of the Balkans; nevertheless, it is possible that, for the sake of peace, she will have to be rewarded by an enlargement of her southern borders; but she will have first to release the north-eastern corner of Serbia which she has seized at Germany's bidding, embracing, as it does, the Morava Valley and the high road from Berlin to Sofia. The retention of this means, according to Sir Thomas Holdich—and he should know—the success of the German objective in this war: the triumph of Central Europe. And that is not to be thought of.



THE EMPLOYMENT OF WOMEN IN GAS WORKS: A WOMAN DISCHARGING COKE, WITH A CO-PARTNERSHIP PUSHER, IN THE WORKS OF THE SOUTH METROPOLITAN GAS COMPANY.

Women are now, both in London and in the provinces, doing work in many departments of gas manufacture and distribution which, before the war, were considered exclusively the province of men. The Gas Light and Coke Company employs 1545 (300 of whom are clerks, the remainder in works or outside maintenance). The South Metropolitan Gas Company now employs (including clerical and outdoor staff) no fewer than 1500 women. Birmingham and other Corporation Gas Departments employ many hundreds. Some of the larger undertakings employ an experienced lady superintendent, who is in sole charge of the women staff, is responsible for discipline, and co-operates in the adaptation of the heavier jobs to the physique of women.



### *Italy's August Offensive: On the Summit of Monte Santo.*



**BOMBARDED TO RUINS AND FINALLY CARRIED BY ASSAULT AT THE POINT OF THE BAYONET: THE REMAINS OF THE FAMOUS CONVENT.**

The Convent of Monte Santo was gutted by fire, unroofed, partly blown up, and reduced to a state of ruin in the first Italian attack on the Austrian position on the mountain, in May, which circumstances prevented the Italians from carrying through. The bombardment of the upper slopes of the mountain in the battle of August, which resulted in the capture of the entire position, despite Gibraltar-like fortifications all over its

sides, finished off the work of demolition and left the ruins as we see them. The convent was a famous place of pilgrimage, perched on the extreme summit of Monte Santo, 2245 ft. above sea level. Incidentally, the photograph shows the bare, stony nature of the ground, absolutely devoid of cover, across which the gallant Italian infantry stormed the Austrian positions.

### *In Search of Useful Information: An Intelligence Examination.*



**QUESTIONED BY FRENCH STAFF OFFICERS IN A DUG-OUT AT VERDUN: A GERMAN PRISONER EXAMINED.**

Great importance is attached to the examination of the German prisoners. Some prove sullen, and say they know nothing, or else grunt monosyllabic answers. Others feign stupidity. Some become lachrymose. Others, again, try to curry favour by being loquacious. Suspected liars are usually "bowled out" by shrewd cross-questioning. The Staff officers told off to hold the interrogations manage, as a rule, to get hold of

something, which, pieced together with other information, often results in profitable intelligence for Headquarters. In particular, the presence of the prisoners' battalions at certain places, and their more recent movements, come out—information of high value as affording a clue to the distribution of divisions and army corps, and the enemy's general strength on the immediate front.



# THE NEW RULER IN GREECE: KING ALEXANDER TAKING THE OATH.



THE ROYAL PROCESSION AT THE GATES OF THE PARLIAMENT HOUSE COURTYARD: OUTRIDERS AND THE ROYAL CARRIAGE ENTERING.



AFTER THE CEREMONY AND DEPARTURE OF KING ALEXANDER: MEMBERS OF THE CORPS DIPLOMATIQUE LEAVING THE PARLIAMENT HOUSE.



A SIGNIFICANT INCIDENT OF THE CHANGED TIMES: A MEMBER OF M. VENIZELOS' CRETAN BODYGUARD STANDING AT THE SALUTE AS KING ALEXANDER ASCENDED THE STEPS TO THE MAIN ENTRANCE OF THE PARLIAMENT HOUSE.

These are the first photographs which have reached this country of the historic scene at Athens when the new King, Alexander, took the oath, in the Parliament House, to observe the original Constitution of Greece. The ceremony took place before the reconstituted Chamber of Deputies, elected in May 1915, with a sweeping majority for M. Venizelos, then Premier, which the ex-King Constantine, under German influence, arbitrarily dissolved and replaced by a subservient body of anti-Venizelists. King Alexander drove from the

Palace to the Parliament House in State, with outriders and postillions, through crowded streets. The immediate approach to the courtyard of the Parliament House was decorated with laurel wreaths and streamers of the national blue-and-white colours, bearing the initials, "A.B." (Alexander Basileus). Within the building the President of the Chamber escorted the King to the throne, attended by the Cabinet Ministers and members of the Royal Household. The Metropolitan of Athens then brought forward the richly bound

[Continued opposite.]



# THE NEW RULER IN GREECE: KING ALEXANDER TAKING THE OATH.



**K**ING ALEXANDER of Greece succeeded to the throne on June 12. He is the second son of the ex-King Constantine, and is twenty-four years of age. The abdication of King Constantine was the result of the demand of the Protecting Powers (Great Britain, France, and Russia) presented on the previous day, June 11. King Constantine had been King since the assassination of his father, King George, on March 18, 1913. The Protecting Powers expressly barred the Crown Prince George from the succession on account of his notorious pro-German leanings. In consequence, King Constantine, with the assent of the Entente Powers, nominated his second son, Prince Alexander. He notified his own abdication to the people of Greece and the name of his successor by a special Decree. Up to then, Prince Alexander had taken little or no part in politics, confining himself to his military duties as a

major of artillery, and being apparently more interested in sports than in the international situation. He is described as a notable gymnast, and wonderful swimmer, and also a keen motorist. The recall of M. Venizelos followed the accession of the new King, and the dismissal of the pro-German Cabinet of King Constantine's régime and dissolution of the then Chamber of Deputies. The former Deputies, elected in 1915 as Venizelists, who had been summarily ejected from the Chamber by King Constantine on the dismissal of their leader, were at the same time recalled. In his Speech from the Throne on the occasion of the taking of the Constitutional Oath, King Alexander declared that "imperious obligations" had at length "called Greece into the camp of those whose war-aim was to defend the Rights of Nationalities and the Liberty of Peoples."

## IN THE CHAMBER OF DEPUTIES BEFORE THE MEMBERS OF THE NEW PARLIAMENT: THE NEW KING OF GREECE READING HIS SPEECH FROM THE THRONE AFTER TAKING THE OATH ON THE BOOK OF THE GOSPELS.

*Continued.*

Book of the Four Gospels, used by Greek royalty on such occasions, and, laying his hand on the Book, the King repeated the Oath aloud, kissing the Metropolitan's hand afterwards. M. Venizelos then came forward, amid cheers for the "Liberty of the Constitution!" and cries of "Long live the great Venizelos!" and handed the King the Speech from the

Throne in manuscript. King Alexander, standing stiffly, monocle in eye, read it out in a clear but monotonous voice, only slightly raising his tone towards the close. He then returned the paper to M. Venizelos, bowed to the members, and, escorted by the President of the Council of Ministers and the President of the Chamber, left the building.



# FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY BERTRAM PARK, LAFAYETTE, YVONDE, BULLINGHAM, WYKHAM, BERRSFORD, C.N., AND LANGFIER.



2ND LIEUT. W. STUART HUNTER,  
Lincolnshire Regt. Son of late Rev.  
W. J. Hunter and of Mrs. Hunter,  
The Park, Great Grimsby.



LIEUT. LESLIE H. HILLMAN,  
Rifle Brigade. Son of Mrs.  
Bernard Hillman, First Avenue,  
Hove.



LIEUT. HOWARD S. TINDALL,  
Royal Berks Regt. Son of Mr.  
Albert Alfred Tindall, Ashleigh  
Grange, Hayward's Heath.



LIEUT. A. FISHER SMITH,  
Coldstream Guards. Son of Mr.  
and Mrs. Rupert Smith, Barn  
Green, Worcestershire.



CAPTAIN Y. L. STRAIN,  
Royal Garrison Artillery. Has been  
officially reported as killed in  
action.



MAJOR E. B. HICKOX,  
M.C.,  
Essex Regt. Son of Mr.  
and Mrs. E. W. Hickox,  
of Tollington Park.



COLONEL RUSSELL,  
Son of the Rev. H. C.  
Russell, of Wollaton Rec-  
tory, Nottingham. Killed in  
action.



LIEUT.-COL. E. B. GREER,  
M.C.,  
Irish Guards. Officially  
reported as being killed in  
action.



MAJOR OWEN  
MOSTYN CONRAN,  
K.O. R. Lanc. Regt.  
and R.F.C. Son of  
late Major Conran,  
and of Mrs. Con-  
ran, of Brondyffryn,  
Denbigh.



MAJOR STEPHEN  
J. BURTON,  
Coldstream Guards.  
Son of the late Mr.  
Alfred Burton and  
of Mrs. Burton, Man-  
son Place, Queen's  
Gate, S.W.



2ND LIEUT. HON. FRANCIS W. S.  
McLAREN, M.P.,  
R.F.C. Son of Lord Aberconway,  
and M.P. for Spalding Division.



COLONEL J. VALENTINE, D.S.O.,  
R.F.C. Had also been awarded the Cross of the  
Legion of Honour and the Russian Order of St.  
Stanislaus during the war.



2ND LIEUT. GUY H. MUNRO,  
R.F.C. Younger son of Mr. and Mrs.  
C. F. Munro, Surbiton; a well-known  
member of the Kingston Rowing Club.



LIEUT. BASIL HEAD,  
Hertfordshire Regt. Son of the Rev.  
W. and Mrs. Head, Brilley, Here-  
fordshire.



2ND LIEUT. H. C. BRUFTON,  
Rifle Brigade and R.F.C. Son of  
Mr. Harry D. Brufton, "Croft-  
down," Wanstead.



2ND LT. H. P. ROBINSON,  
King's Liverpool Regt. Son of  
Mr. and Mrs. Robinson, of Rio  
Segundo, Argentine Republic.



CAPT. IAN G. FLEMING, M.C.,  
Gordon Highlanders. Was the  
son of Col. Fleming, V.D., of  
Keith. Died of wounds.



LIEUT. AND ADJ. H. L.  
SLINGSBY, M.C.,  
K.O.Y.L.I. Son of Mr. and Mrs. W.  
C. Slingsby, Milnthorpe.



# Torpedoed!

AN OFFICER'S TESTIMONY TO THE SUSTAINING QUALITIES OF

## HORLICK'S MALTED MILK TABLETS

HORLICK'S MALTED MILK COMPANY, Slough, Bucks.

Sir, — I had occasion the other day to prove the sterling qualities which you claim for your Malted Milk Tablets, and I find they are all you make them out to be. I was one of a Boatload of Survivors (there were eleven of us all told) from a ship that was torpedoed by an enemy submarine. We were adrift for 30 hours in an open boat, with nothing but one of your large size Flasks of Malted Milk Tablets to quench our thirst. I am very thankful to be able to say that when we were eventually picked up not one of us was suffering from either hunger or thirst. I shall always in future carry some of these Tablets with me when I go to sea, as I consider them extremely valuable. I have already recommended them to several brother officers.

Yours sincerely, — Engr. Sub-Lt. R.N.R.

P.S.—You are at liberty to make whatever use of this letter you may wish.

**SEND THEM TO YOUR NAVAL AND MILITARY FRIENDS**

*See that the name Horlick's appears on every container.*

In Glass Pocket Flasks of all Chemists and Stores, and in Ration tins for H.M. Forces, 1/6 each. If on active service our Ration tins should be sent, and we will forward one of these tins post free to any address on receipt of 1/5. Give full name and address, or name of ship, also give your own name and address when sending remittance to

**HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENGLAND.**

*SIR JAMES HORLICK, Bart., President*

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Invaluable for Toilet Purposes.

Splendid Cleansing Preparation for the Hair.

Removes Stains and Grease Spots from Clothing.

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Softens Hard Water.

Price 1s. per Bottle. Of all Grocers, Chemists, Etc.

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"BEAUTIFULLY COOL AND SWEET SMOKING"

## Player's Navy Cut Tobacco

Packed in varying degrees of strength to suit every class of smoker

Player's Gold Leaf Navy Cut	-	-	-	} Per oz.	<b>8<sup>1</sup>/<sub>2</sub></b>
Player's Medium Navy Cut	-	-	-		
Player's Tawny Navy Cut	-	-	-		

PLAYER'S "WHITE LABEL" NAVY CUT	-	<b>7<sup>1</sup>/<sub>2</sub></b>
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Also **PLAYER'S NAVY CUT DE LUXE** (a development of Player's Navy Cut) packed in Airtight Tins

2-oz. TINS

**1/9**



4-oz. TINS

**3/6**

## Player's Navy Cut Cigarettes

HAVE A WORLD-WIDE REPUTATION

They are made from fine quality Virginia Tobacco and sold in Two Strengths—

**MILD AND MEDIUM**

**MILD** (Gold Leaf)

**MEDIUM**

100 for <b>4/6</b>	50 for <b>2/3</b>	100 for <b>3/5</b>	50 for <b>1/9<sup>1</sup>/<sub>2</sub></b>
24 for <b>1/1</b>	12 for <b>6<sup>1</sup>/<sub>2</sub>d.</b>	20 for <b>8<sup>1</sup>/<sub>2</sub>d.</b>	10 for <b>4<sup>1</sup>/<sub>2</sub>d.</b>

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES

These Cigarettes (and Tobaccos) are also supplied at DUTY FREE RATES for the purpose of gratuitous distribution to wounded Soldiers and Sailors in Hospital

Terms and particulars on application to—

**JOHN PLAYER & SONS, Nottingham**

P705

Branch of the Imperial Tobacco Co. (of Great Britain and Ireland) Ltd.

## Are your nerves overtaxed?



The strain, anxiety and worry of war-time are difficult to evade, but relief from their detrimental effects may be obtained by fortifying the system to bear them.

The special nutrient and nerve restorative 'BYNOGEN' affords just the invigorating and sustaining help that is required. It consists of glycerophosphates—which contain phosphorus in the form in which it exists in nerve tissue—blended with the concentrated protein of milk, and supplemented by an admixture of a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

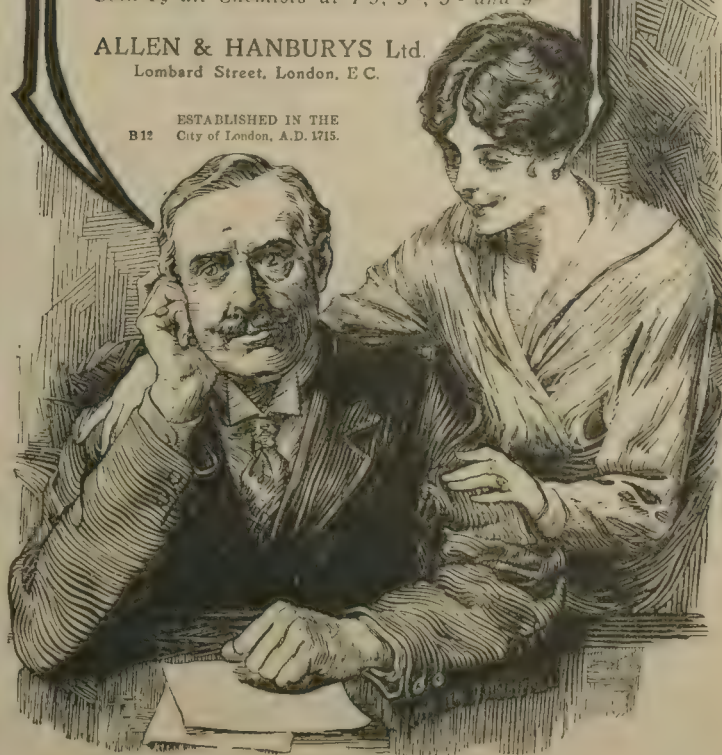
A food of this character, which is pleasant to the palate, and improves the assimilation of the regular diet, has not before been available. These advantages add appreciably to its practical value.

**'Bynogen'**  
Trade Mark  
Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- and 9/-

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ESTABLISHED IN THE  
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## LADIES' PAGE.

**SIMPLICITY**, war-like quietness and easy outline, and not much detail, are still to be the order of the day in dress. Paris dress-designers have been actually officially asked by their Government to reduce as far as possible the amount of woollen fabric to be used up in autumn frocks, owing to the great scarcity of the raw material and the huge demands of the Army. The new models reflect this necessity, and for one item, the coat-frock is to be retained in full popularity. This useful one-piece garment is, indeed, so sensible—being easily made, light in wear, and loose-fitting—that it would be a very good thing to retain it permanently in fashion for street and business wear. The coat-and-skirt actually does answer to this description: for many years past, it has been almost a uniform for the useful "stand-by" outdoor costume of Englishwomen, and the changes in the fashion of that tailor-made garb have been so trifling that the economical could wear a coat-and-skirt to the end of its shapelessness and the surface of the material. The one-piece coat-frock garment has, however, certain points to recommend it, even beyond those of the coat-and-skirt; thus, no blouse is needed, and therefore, no tight-fitting waist-belt; and the whole weight of the garment hangs from the shoulders, which is hygienically to be preferred. Details of difference can and will be introduced, to suit individual fancy. One such is the bell-ended sleeve, and another is the exact contrary, the petal cuff falling over the back of the hand. I have seen both varieties on the newest models. Some of the coat-frocks are belted round the waist with ribbon, others fall quite loose, more or less shaped in the cutting. Again, while most of the new models are turned back from the throat some are made with all round, loose fitting collars, and others cut down below the pit of the throat to show an inserted *guimpe* of white linen, or harmonising colour, such as tan cloth inside a bottle-green gown.

There can be no more valuable and simple way of seeing what are the newest ideas at the moment in the world of dress than to send off at once to "Harrods Stores, London, S.W.1," for a copy of their new Fashion Booklet, and of those that later will be issued by that well-known and unsurpassed house. Everybody knows that "Harrods" immense business comprises many shops in one, each department with its own most capable specialist head vying with one another to keep their goods at the highest point of excellence, both as regards the quality and style of the

stock and the reasonableness of the prices. A post-card, bearing the words, "Please send all booklets on Fashion to —" then the customer's own name and address, will suffice to secure these inestimable aids to keeping up with

that comes from Harrods is of its kind the best, and so this book, like every other message from this House, will interest chiefly those to whom the best appeals. In the Realm of Fashion, as befits the days we live in, styles are simpler, colours quieter, lavishness taboo; but, as Harrods clearly prove throughout these pages, the artist-designer has risen to the new occasion, and, mindful of prevailing circumstance, has evolved new character, new effectiveness, new charm. Our illustrations this week are borrowed from this catalogue of Harrods, and show the justice of the claim just quoted. "G.O. Lula" is one of the simple styles that are in the very best vogue; it is stocked in black and Navy fine serge, with fancy stitching at waist and neck; the pleatings make it equally becoming to slender and full figures; and the price complete is 6½ guineas.

The other illustration here shown, distinguished by the name "G.O. Laura," is a dainty and smart indoor gown in the softest of satins, and a "tabard" of a harmonious foulard, the colours available being black, Navy, and the most fashionable shades of the autumn this year, bottle-green and wine-red. This frock is equally suitable for afternoon wear and a quiet home dinner, and is priced at 7 guineas.

The booklet illustrates other gowns in velvet, and serge, and also a variety of blouses, and "jumpers," and shirts, some quite inexpensive, others suitable for really elegant evening wear, and all displaying the easy and yet graceful fashions that we have evolved for us under present circumstances. One or two suitable skirts (to be had from the same Stores)—say, a black satin, for evening, and a pleated fine serge for outdoor wear—and a selection of Harrods' stylish blouses, will make a woman well dressed at the minimum of trouble and cost. Another page of the booklet shows girls' school-frocks and then come a variety of warm and useful cold-weather coats, and rainproof coats also, both for the "kiddies" and the "young lady" girls. Velour and felt hats, so necessary in our changeable climate, are also illustrated, the simplicity of the style being shown, while the real article is relieved from hardness by good taste in colour, and by the elegance of outline that is the hall-mark of a good *chapeau* of this useful class.

Harrods have a convenient system, by the way, of taking a deposit of any sum from £5 upwards, and allowing some interest on it, the customer being then able to draw on the amount as goods are required, and so being saved the trouble of paying cash on each order.

FILOMENA.



PRETTY FROCKS FOR THE COMING SEASON: THE "LAURA" AND THE "LULA."

The dainty "Laura" house-frock is of soft satin and fancy foulard, and is in black, navy, bottle-green, and wine-colour; and the smart serge walking-frock, the "Lula," has a neck and waistband trimmed with fancy stitching. It is made in black and Navy, and both are to be found in the attractive showrooms of Messrs. Harrods, in Brompton Road, S.W.

the times in this department. The first Autumn booklet is now ready, and as the introduction remarks: "Everything

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#### THE FASHIONABLE RIBBON WHISTLET.

With Diamond Index Set in Palladium and White Enamel Slide.

Every Letter from A to Z in Stock.

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#### MILITARY BADGE BROOCHES

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BADGE OF ANY REGIMENT SUPPLIED AT

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The Gordon Highlanders.

Illustrated Catalogue of Badge Brooches sent free on request.



The Royal Dublin Fusiliers.

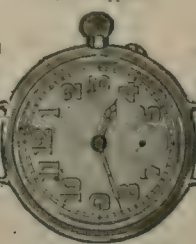


The King's Royal Rifle Corps.

#### THE NEW MILITARY WATCH

Fine Quality Lever Movement.  
One-Piece Screw-in Silver Case.

TRANSPARENT UNBREAKABLE FRONT.  
No New Glasses or Protectors Required.



WITH UNBREAKABLE FRONT  
Luminous Hands and Figures.  
The Ideal Watch for Active Service.

WHITE OR BLACK DIAL,  
£3 3 0  
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USE

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A CLIENT WRITES:—

Dear Madam,—I am so pleased to tell you the "Dara" Treatment was quite a success, therefore there is no need to make any appointment with you. I must confess I had no faith in the "Dara" when sending for it, which makes my gratitude to you all the more real. I must thank you very much for your wonderful remedy, and remain,

Yours gratefully,

(Original of above, also other Testimonials, can be seen.)

Remove Superfluous Hair Comfortably in your own Home

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ADAIR GANESH ESTABLISHMENT 92, NEW BOND STREET, (Oxford St. End) LONDON, W. Also PARIS & NEW YORK



## "Independent of the Weather" thanks to "Cravenette"

THIS well-known and highly valued rubberless proof has the advantage of the time-test, infinitely more valuable than any word praise. It has never been in greater demand than at present, being as it is an efficient protection to the Officer, Red Cross Nurse, the Despatch Rider or the Flying Man—in fact, to all when travelling, walking, motoring, golfing, fishing, or when engaged in any outdoor exercise. Now that everyone has to study economy, it is well to remember that garments bearing the "Cravenette" stamp (see below) will stand any amount of hard wear. That the ventilation is perfect, as "Cravenette" proofed cloths are porous.

THE CRAVENETTE Co., Ltd., affix their stamp only to such cloths as are suitable in quality for showerproof purposes. CRAVENETTE WEATHERPROOF GARMENTS for all occasions obtainable in latest styles and newest materials from leading retailers. If any difficulty write us and we will put you in touch with retailers who will supply you with the genuine article.

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Are You  
Satisfied

with your SKIN and COMPLEXION?

Have your cheeks the bloom of health and your skin the delicate softness so much sought after and admired? If not, keep a bottle of

BEETHAM'S  
**La-rola**

on your dressing-table, and another in your bath-room. A little gently rubbed on your face before going outdoors will protect it from sun, wind, etc. A few drops in your washing water will make it delightfully soft, and will keep your face, hands and arms beautifully smooth and supple. Never be without La-rola.

In bottles, of all Chemists & Stores, 1/11.

**PALE COMPLEXIONS** may be greatly IMPROVED by just a touch of "LA-ROLA ROSE BLOOM," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-.

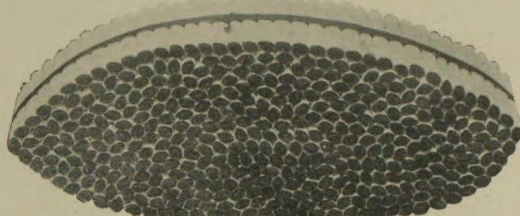
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DIRECT FROM THE MANUFACTURERS,

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2/-  
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2/-  
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No. 1 EGYPTIAN	-	10/4	20/-	320
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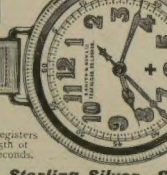
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## THE CHRONICLE OF THE CAR.

On Standardisation. It goes without saying that the experience of war motoring will inevitably exercise a very great effect on car-construction, not only so far as concerns the use of better material, and in improvement of detail design, but in other directions quite as important. If there were nothing else in prospect, the war would assuredly lead to a much closer approximation to standardisation than as though motor-car construction had been free to pursue the even tenor of its way without the general upheaval of everything brought about by the world conflict. For my own part, I am by no means inclined to admit that complete standardisation of the car and its components would be a good thing. On the contrary, I hold that it would not, because standardisation, carried out to its logical conclusion, means something very much akin to stagnation. One has only to regard the example of certain of the ultra-cheap American cars to see how adverse to progress the standardisation policy is if it is taken too far. I have at least one American vehicle in mind which has

system in business. It is a good thing when it is made use of to achieve an end, but when it becomes the end—that is, when it attains to the position of master instead of servant, it ceases to have merit. Therefore, I say it will be a bad time for the British car and its maker when construction reaches the pitch of standardisation touched by the American car I am thinking about. But, although there is no necessity for standardisation to run riot, there is no question but that there is a real need for a much greater degree of a quality which, as I have remarked, is an excellent one up to a point. There are numberless details of the car which could be common to every make without the least loss of individuality by any. Take, for example, such things as brake-rod stirrups, to quote only one of those details. At present these are turned out by the dozen by the constructors themselves, each to its own pattern. Now, supposing these were made to a common, standard design. In that case they would be turned out by the dozen gross in a specialist factory. They would cost farthings instead of pence and, what would appeal more to the motorist, they would be obtainable at every wayside repair-shop; so that in the event of a stripped

sinking of a great deal of money in dead stock which he might never be able to realise. The advantages of the alternative system of standardisation are too obvious, all round, to need emphasis. It is all bound up in what is known in America as "service," and in it lies no small measure of the popularity which the cheap American car has attained here. We cannot hope to achieve the enormous outputs of the American factories; but what cannot be done by the individual maker can be done by a judicious system of co-operation in the direction I have indicated. It will have to be done, too, if we are to keep our home market to ourselves, to say nothing of the rebuilding of the over-seas trade. I have only touched on the outside fringe of the subject. Had one the space in which to enumerate the many directions in which standardisation could be carried out to the mutual advantage of manufacturer and user, and to take a typical chassis for the demonstration of how many parts could be so standardised without loss to the distinctive qualities of the whole, I imagine the reader would be profoundly astonished at the total.—w. w.



CREATED A COMMANDER OF THE BRITISH EMPIRE ORDER: MR. H. T. VANE.

Mr. Harry Tempest Vane is the Managing Director of the well-known firm of motor manufacturers, Messrs. D. Napier and Son, Ltd., and has been awarded the new Order for valuable services on War Office and munitions work.



ON OUR WESTERN FRONT: A WORKING-PARTY DRAINING LOW AND FLOODED GROUND NEWLY CAPTURED FROM THE GERMANS.—[Official Photograph.]

not undergone the slightest change for a full seven years. Not that it is not a very good car of its kind, but then its kind is certainly not the best.

Standardisation in manufacture is rather akin to a

required, and I should be able to get them out of hand. And there would still be no loss of individuality to the car. As things are, no agent can afford to carry a series stock of parts for every car, because it would mean the

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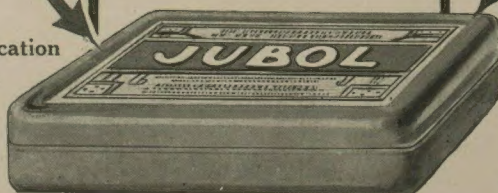
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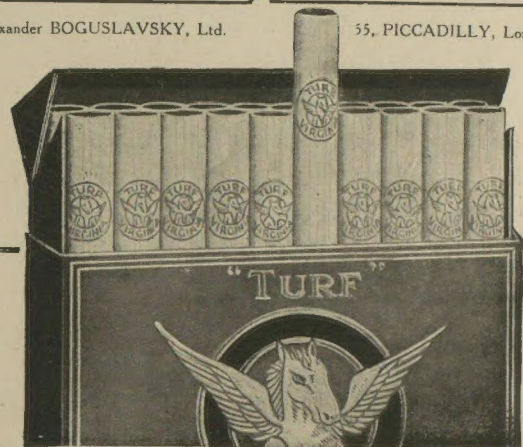
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